

POCKETS OF OIL ONLY
IN PRINCE GEORGEGeological Survey Says
There Are No Big Wells.

WELL POSTED ON CONDITION

Only Petroleum in Prince George
County From Wrecked Tank
Cars, They Aver.

Experts of the Geological Survey after an exhaustive investigation have come to the conclusion that oil in paying quantities does not exist anywhere near Washington, and, in fact, nowhere east of the Allegheny and Blue Ridge mountains. This announcement was made today by Chief Geologist C. W. Hayes and several of his assistants, including N. H. Darton, who has been making the investigation.

It was said recently that a report on the matter was to be issued as a result of the discoveries made in drilling the well at Centerville, but the plan has been abandoned. The Government officers do not deny that pockets of oil may exist, but they say none is going to be found for pay commercially.

Bad for Nearby Boomers.

The announcement will probably have the effect of discouraging many boomers of alleged oil and gas lands in Prince George county and elsewhere, assertions having been made that oil exists even in Rock Creek properties.

The work of drilling at Centerville is still going on, with the promoters sanguine that fortunes await them. The well is now nearly 1,300 feet deep, not far, so the scientists say, from the original gneiss and granite, which extends down into the center of the earth. Pockets of gas and oil have been struck, but these, it is said, are of recent formation, being the decayed product of vegetation confined in the slit and wash clay of the coastal plain.

How Geologists Reckon.

The assertions of the geologists are based upon the defined demarcations of the territory, which is of the "coastal plain" part of the continent—that is, the ground made in comparatively recent times by the action of the sea.

The thickest part of this layer, which lies upon the original granite, is at the seashore, the strata thinning rapidly as it reaches the Piedmont plateau, which was the beginning of the seashore of the ancient continent. Back of the plateau is the mountain region, which formed the original continent itself.

The coastal plain has been drilled so often, and in so many places by so many people, the geologists know definitely that it consists of sands, clays, gravel, and common earth. Underneath it are the vast depths of granite and gneiss, and other crystalline rocks. Back of the mountains, where oil is in quantities, once was a vast bay or lake, which, when drained, deposited the matter from which the oil has come. This applies to the hills and valleys, the water at one time covering nearly all of what is now America, excepting only mountains of above the average height.

The sure of the knowledge that oil cannot exist in this sand of the plain, both Dr. Hayes and Dr. Darton have no hesitancy in confirming the results of the investigations which have just been concluded. Dr. Darton said:

Easy to Trace Line.

The three parts of the continent—mountain, plateau, and coastal plain—are strongly marked. The line extends between the plateau and plain all the way from New England to within a few hundred miles of the Gulf, the line point being at Montgomery, Ala.

The granite bluffs against which the sea beats in New England is the original continent; Long Island is sea made, of recent—in such things, New York is the next in the line of demarcation and in the order named follow Texas, Philadelphia, Baltimore, Washington, Petersburg, Richmond, Columbia, Weldon, and then the line turns to Montgomery, being lost finally in the embayment of the Mississippi Valley, which in ages past was a vast body of water.

"The head of tidewater, the waterfalls and the rock, the hills with granite under them, are found about all of the cities mentioned, meeting the sands of the coastal plain, and scientists can follow the formation as easily as they can follow the beach of the sea today. Florida is not of the original continent, computations showing that the peninsula was under the sea 10,000 years ago.

"Now, we know beyond dispute that oil cannot be found in this sand and clay of the coastal plain, and Prince George county is in the plain, which ends at Georgetown, where the crystalline rocks show magnificently in the Potomac River. In fact, I would like to say none of the coast cities show so perfectly the demarcations between the original continent and the coastal plain as does Washington.

"Prince George county has hills in number, of course, but they are either of sand and clay or are of the original gneiss and granite, jutting out into what was once a sea, from the ancient coast of Georgetown. It is not oil land, though pockets may be found.

"I have had many samples of oil brought from Prince George, and some of it was very good oil. It may have been Prince George oil, and again it may not."

Oil From Wrecked Cars.

Chief Geologist Hayes gave practically the same facts. He, however, went into commercial possibilities a little deeper. He related an incident occurring only a few months ago, in which several tank cars filled with oil had been wrecked in Prince George county. This oil seeped into the porous ground, and in a few weeks it was percolating down hill, finally reaching the surface of the earth on the water of the small streams.

The oil was seen by scores of people, and in a few hours there was a boom reminding one of the boom days in Texas. The price of ground jumped a thousand and more per cent. Then the Government scientists made an investigation, and discovered the source of the oil supply.

PHILIPPINE CUSTOMS INCREASE.

Steadily increase in the customs collections of the Philippines is indicated by the reports prepared by the Bureau of Insular Affairs for the first six months of 1903. The collections for that period amounted to \$1,446,424, as against \$1,329,267 for the corresponding period of 1902.

Merchant Marine Reaches
Highest Point in History

Regardless of No Ship Subsidy Act, Records Show Remarkable Growth—Now Next to England in Total Tonnage—Record of Over a Century of Development.

The United States merchant marine is now at the highest point reached in the history of the country. The total tonnage at present is 6,087,345 tons, according to official figures, the six million mark having been passed this year for the first time.

The year 1890 on have witnessed a noticeable revival in the merchant marine of the country. In 1890 the five million mark was passed for the first time in many years. Since then the growth has been rapid, the effects of the wonderful prosperity of the nation having made itself felt at last on the sea, regardless of the absence of ship subsidies.

Second on the List.

The United States has now reached a point where it stands second to Great Britain in the strength of its merchant marine. The tonnage of the merchant shipping of England, however, is far in excess of the merchant marine of this country, and according to Lloyd's register, exceeds 10,000,000 tons.

The growth of the merchant marine of the United States has been remarkably rapid in some periods since Revolutionary days, and in others the absence of growth has been equally remarkable, as an examination of the official figures on tonnage and number of vessels for the different years since 1793 indicate.

A Century Record.

In 1793 the total tonnage of the merchant marine of the United States was 201,562 tons. At this time the youthful Republic was going forward with great strides, and in a single year, from 1793 to 1794, the tonnage grew 15,377 tons, an increase of 7.63 per cent.

In spite of the ravages on commerce caused by the war of 1812, the tonnage of the merchant marine suffered little at that time, and following the war

there was a steady increase until 1828, when the total reached 1,741,352 tons. A heavy decline followed, and in 1830, the total was but 191,776 tons. This was the condition of things at the outset of Jackson's Administration.

Steam Vessels Come In.

Nearly all these years the merchant marine consisted almost entirely of sailing vessels. Steam cut no figure whatever until 1823, when the steam tonnage was 24,879 tons only. For many years the merchant marine was almost wholly composed of sailing vessels, and not, in fact, until as recently as 1859 did the steam tonnage run ahead of the tonnage of the sailing vessels.

In the years from 1830 to 1850, there was a marvelous growth in the merchant marine. With but few exceptions each year showed an increase over its predecessor. The following are the figures by decades:

Years.	Tons.
1830.....	1,191,776
1840.....	2,198,704
1850.....	3,686,464
1860.....	5,353,858

Civil War Records.

The figures through the civil war period are interesting as showing that, in spite of the tremendous drain of the rebellion, the nation's shipping declined but little. They are as follows:

Year.	Tons.
1860.....	5,353,858
1870.....	5,529,812
1880.....	5,112,161
1890.....	5,135,056
1900.....	6,087,345

Then follows the strongest story of all as to the development of the merchant marine. Emerging from the war, with its ravages of privateers and its manifold drawbacks, with a shipping of a tonnage of over 5,000,000, one would have supposed there would follow a steady gain in the years of plenty that came

after the rebellion. But such was not the case. In 1866 the tonnage sank to 4,267,774 tons, a loss of over 15 per cent from 1865. And in the entire time that has passed from 1865 to 1903 there has been a gain of but 600,571 tons. The present total tonnage being 6,087,345 tons. From 1866 to 1890, inclusive, the tonnage was, without exception, below the five million mark, though it never fell below four millions.

A Zigzag Course.

In all this time, a third of a century, there was no real progress, a year or a few years of slight growth being followed by one or several of decline. Even in that time of great prosperity following McKinley's inauguration there was little growth of the merchant marine. In fact, from 1897 to 1898 the tonnage declined from 4,739,220 to 4,749,738. In 1899 the total tonnage was but 4,864,238. In 1900 the total was 5,164,830, being below what it was as far back as 1854, when the total was 5,312,001.

This Century's Growth.

The following figures show a steady growth since 1900:

Years.	Tons.
1900.....	5,164,830
1901.....	5,324,218
1902.....	5,757,503
1903.....	6,087,345

Of the total tonnage that now exists, 3,408,085 tons are steam tonnage and 2,679,260 tons are sailing tonnage. The total number of vessels is now 24,425, there being 8,064 steam and 16,361 sail vessels. The total number of vessels has not increased except in very recent years, however, it being 28,157 in 1868. This is accounted for, of course, by the fact that while more vessels are not being constructed, they are being made heavier and the proportion of large steam vessels is constantly increasing. Since 1898 the total number has grown from 22,706 to 24,425.

VERMONT JUDGE MAKES
ANTI-CHINESE RULING

Authority of Immigration
Inspectors Recognized.

PUT AHEAD OF COURTS

View Taken Is Different From That
Held by the New York
Bench.

The Department of Justice has received a copy of the recent decision of Judge Wheeler, of the Vermont district court, in which he makes a ruling of the greatest importance to the Bureau of Immigration in the carrying out of the Chinese exclusion law. He holds that executive officers duly appointed under the Department of Commerce and Labor to positions with the Bureau of Immigration have authority to base on the detention of Chinese, and that such matters are not for the decision of the courts.

The point decided is gratifying to the Department of Justice, as it has been recognized that with the power of appeal to the courts taken away, administration of the laws excluding Chinese would be a simple matter.

Well-Settled Principle.

The opinion declares:

"That the legislative department may exclude any race or classes of any race not citizens from the country and identify and return those not entitled to come by executive as well as judicial officers seems to be too well settled by numerous and uniform decisions of the Supreme Court to require or warrant citations."

It is held that power to decide questions arising in executive proceedings may as well be conferred by act of Congress upon executive officers as upon others.

Another View at Malone.

The New York courts have taken a different view from Judge Wheeler, and this accounts for the large number of Chinese that have recently come to the port of Malone, N. Y.

The Department of Commerce and Labor will, it is said, recommend to Congress a number of changes in the Immigration laws. These recommendations will relate to administrative details and will be calculated to make the carrying out of the laws more effective.

MONEY AND CANDY PROVE
TOO GREAT TEMPTATION

Alexander Ehmling was yesterday convicted in Criminal Court No. 1 of embezzlement. He was accused of appropriating to his own use \$160 and 652 pounds of candy, the property of the Sewell Distributing Company, by which he was employed. The trial of Ehmling was begun last Thursday. Ehmling is apparently not more than twenty-one or twenty-two years of age and while his trial was in progress his wife, a prepossessing young woman not out of her teens, sat by his side. The Government was represented by Assistant District Attorneys Turner and Gordon.

LAREDO YELLOW FEVER
SITUATION IS BETTER

Reports from Laredo, Tex., show the yellow fever situation improved. The official bulletin October 25 indicates 9 new cases, no deaths, 544 total cases to date, and 44 as the total deaths.

There is no improvement at Monterey. Friday and Saturday there were 17 new cases there, and 3 deaths, besides 17 suspected cases.

BANK NOTES REDEEMED.

National bank notes received for redemption yesterday were \$90,488. Government receipts were: From internal revenue, \$1,167,066; customs, \$633,897; miscellaneous, \$167,636. Expenditures were \$1,570,000.

MULE REMEMBERS
HE ONCE DREW A CAR

Just Like Old Times, He
Trots Ahead of One.

ALL KANSAS CITY LAUGHS

Nothing Could Divorce Animal From
Familiar Task Until the Line
Branched Off.

KANSAS CITY, Mo., Oct. 26.—That it is easy to revive in a mule long forgotten habits and instincts was shown by an incident that took place on the Southwest Boulevard last week. The Rosedale trolley line, which comes in over Wyandotte Street, was the last through line in the city on which mule cars were operated. It is only a few years since the change was made. When the mules were sold, some of them found their way into the possession of teamsters near the car barns at Third Street and Southwest Boulevard. A few of them are still there.

Freedom of Streets.

A few days ago one of these relics of Kansas City's early day transit facilities obtained the freedom of the streets or was turned loose to shift for himself. He wandered aimlessly along the street car tracks in the direction of the city. A trolley car came buzzing along at a lively speed and finally stopped to take on passengers.

The car was directly behind the mule. The animal standing between the rails turned his head and regarded the car intently. He appeared to feel that there was something familiar in his situation. The motorman changed his bell and the car started. The mule tossed his head and proceeded to trot along in front of it. It seemed just like old times. The motorman was in a hurry to get up speed. He changed his bell and shouted "G'lang there; git up, Bill."

What more was needed to bring back vividly the recollections of the past? Those well remembered tones and the rumbling car at his heels—it was all just as it used to be.

Plying Old Trade.

The mule trotted on. His head hung low and he dropped into the old plodding, automatic movement characteristic of the street car mule. The motorman swore and shouted. He leaned from the vestibule window and waved his arms. "This was all as it should be, but the mule missed the broom handle with which the drivers used to prod and hammer his hanches.

The passengers looked out of the windows and laughed. Boys on the sidewalk jeered the motorman and encouraged the mule. The man at the controller tried a new plan. He allowed the car to run against the mule's shanks. To the mule it was additional evidence that he was playing his gait to a short, jerky gallop.

The old route used to run to Eighteenth and Main Streets, where the mule cars were attached to the cable trains. At Wyandotte Street the mule, his old habits revived, went on east until he discovered that he no longer had the car behind him. He looked to the right and to the left for a moment, bewildered. Then he resumed his aimless wandering. He was once more abandoned and discarded.

KRATZ MAKES FIGHT
AGAINST EXTRADITION

Charles Kratz, the St. Louis boulder, who is under arrest at Guadalajara, Mex., has been refused bail. He has announced that he will fight extradition bitterly. His attorneys are in the city of Mexico making an attempt to prevent Kratz's removal to this country. Dispatches from Guadalajara state that Kratz cannot be admitted to bail without the consent of the State Department of the United States.

KITE DRAWS A BOAT
THROUGH HEAVY SEA

Craft Is Double-Ended and
Has Powerful Rudder.

STEERED BY AN OPERATOR

Capable of Accomplishing Much Which
Comes Within Province
of Aerial Navigation.

LONDON, Oct. 27.—The projected cross-channel voyage by S. F. Cody in a collapsible boat towed by one of his kites had to be shelved yesterday in consequence of the adverse wind, which was blowing with half-gale force almost due west.

In this direction it would simply have carried the adventurous voyager up channel toward the Goodwin Sands and the North Sea. He will require a northwest wind to cross from Dover to Calais. About noon Mr. Cody decided to make a trial trip in the Channel. At this time there was a thirty-mile breeze blowing, with a rough sea. Mr. Cody's preparations were watched with great interest.

A Box Kite.

The kite used for towing is about nine feet long by four wide, somewhat on the principle of the box kite. The material of the kite is stretched on a light bamboo frame. As soon as it was lifted clear of the beach it caught the breeze, acting splendidly. The towing line was steadily paid out until the kite was floating gracefully several hundred feet high. The force it exerted could be seen by the manner in which a number of willing helpers had to hang to the line.

The connection with the collapsible boat having been made, Mr. Cody and Plicher, coxswain of the Dover lifeboat, took their places in it, and the boat was launched, the event causing a good deal of excitement among the crowd of spectators.

It was certainly both interesting and remarkable to see the power exercised by the kite upon the boat, which is strongly built of canvas, with timber ribs, and has airtight compartments, and is also well covered in with canvas.

As well up to her mast, leaving a small aperture in the center. This formation of the boat Mr. Cody contends will keep the sea from breaking into her. The boat is 12 feet long by 4 feet beam, and is double-ended, with a particularly powerful rudder.

No sooner did the boat take the water than it sped away to the eastward at a great pace, the kite being the only means of propulsion. It was blowing very heavily, and there was a big sea running.

No Fear of Channel.

Mr. Cody said that, with a favorable wind, he would not fear to cross the Channel in his boat, which is a sea, as the kite gives considerable buoyancy and steadiness to his boat. His trip across the Channel is simply to show that the kite can be used for towing a boat where other means are unavailable, and that it is capable of accomplishing much which comes within the province of aerial navigation.

Mr. Cody maneuvered his boat with great ease, the little craft tacking about with remarkable rapidity, for the inventor claims to be able to steer his kite eight points in the wind. The boat was eventually landed in another part of the bay. The trial showed that, with a favorable wind, the kite ought to make a fast voyage across the Channel.

In the afternoon, Mr. Cody, with some friends, crossed to Calais for the purpose of making arrangements for his trip, with the object of studying the condition of the sea in the Channel.

ANOTHER NEW COUNTERFEIT.

A new counterfeit \$5 note has been discovered by the Secret Service. It is on the First National Bank of Lynn, Mass., and is a photograph identical in workmanship with the \$5 note on the Miller's River National Bank, of Athol, Mass., recently discovered.

TYPICAL SCOTCH LASS
TO WED AN IRISHMAN

Lady Constance Mackenzie Remarkable
for Her Aquatic Feats
and Triumphs.

EDINBURGH, Oct. 26.—Lady Constance Mackenzie, who will soon become Lady Constance Fitzgerald, is a typical Scottish lassie of high degree. This is as it should be, for in her veins flows the bluest blood of Scotland, and she is her sister Lady Cromartie's heiress to one of the oldest of Scottish titles.

To the public at large Lady Constance is best known as the winner for three years in succession of the Challenge Shield of the Bath Club. Her aquatic feats are quite remarkable, and it is said that there is no professional lady swimmer in the world who can vie with her as regards both grace and endurance.

Few modern girls have had a more interesting and delightful life. Her bridegroom-elect, Captain Fitzgerald, of the Fifth Hussars, is, as his name implies, an Irishman. He shares his fiancée's love of outdoor life and of every form of sport.

The groom-elect is a man of high degree and high degree. This is as it should be, for in her veins flows the bluest blood of Scotland, and she is her sister Lady Cromartie's heiress to one of the oldest of Scottish titles.

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ESTATES OF BOURBONS
FOR SALE IN ITALY

Villa Madama, With Its Wall Paintings
by Raphael, Now on
the Market.

ROME, Oct. 25.—The deposed royal family of the Two Sicilies, the Bourbons, have apparently given up hope for recapturing the throne, as all their real estate in Italy is for sale.

While negotiating with France for the sale of the Farnese palace, the Villa Madama, with grand wall paintings by the great Raphael, was placed in the hands of a real estate dealer, who asks 250,000 francs. The same man will sell the palace of Caprarola for a million, if he can get it.

This is one of the great show places of Italy. The place is almost uninhabitable and looks frightfully neglected. The Bourbons evidently have not spent a cent for its preservation for many years past.

The groom-elect is a man of high degree and high degree. This is as it should be, for in her veins flows the bluest blood of Scotland, and she is her sister Lady Cromartie's heiress to one of the oldest of Scottish titles.

AN ORCHARD ROBBER
A BIG BROWN BEAR

Bruin, Who Had Been Living on Prunes,
Was Slain by Veteran
Sportsman.

SPOKANE, Wash., Oct. 27.—"Tom" Hopper, a veteran bear hunter, has cut another notch on the stock of his bear gun. He killed last week a 300-pound brown bear on the Piper ranch, Pleasant Prairie, about twelve miles from Spokane.

The brute had been living on the prunes in the orchards and repeated efforts had been made to capture him, without success. Finally Mr. Hopper was summoned. With his dogs and gun he made a search for the bear, and after three days of hard hunting found him. The bear took to a large pine tree. The hunter took deliberate aim at the lower jaw and hit his mark, breaking the bone and rendering the animal unable to injure the dogs.

The shock brought the bear tumbling to the ground and then a fight began. Finally Hopper shot the bear in the head and killed him. The bear measured seven feet in length.

HIGH CLASS DRUGGISTS
AND — OTHERS.

The better class of druggists, everywhere, are men of scientific attainments and high integrity, who devote their lives to the welfare of their fellow men in supplying the best of remedies and purest medicinal agents of known value, in accordance with physicians' prescriptions and scientific formula. Druggists of the better class manufacture many excellent remedies, but always under original or official names and they never sell false brands, or imitation medicines. They are the men to deal with when in need of anything in their line, which usually includes all standard remedies and corresponding adjuncts of a first-class pharmacy and the finest and best of toilet articles and preparations and many useful accessories and remedial appliances. The earning of a fair living, with the satisfaction which arises from a knowledge of the benefits conferred upon their patrons and assistance to the medical profession, is usually their greatest reward for long years of study and many hours of daily toil. They all know that Syrup of Figs is an excellent laxative remedy and that it gives universal satisfaction, and therefore they are selling many millions of bottles annually to the well informed purchasers of the choicest remedies, and they always take pleasure in handing out the genuine article bearing the full name of the Company—California Fig Syrup Co.—printed on the front of every package. They know that in cases of colds and headaches attended by biliousness and constipation and of weakness or torpidity of the liver and bowels, arising from irregular habits, indigestion, or over-eating, that there is no other remedy so pleasant, prompt and beneficial in its effects as Syrup of Figs, and they are glad to sell it because it gives universal satisfaction.

Owing to the excellence of Syrup of Figs, the universal satisfaction which it gives and the immense demand for it, imitations have been made, tried and condemned, but there are individual druggists to be found, here and there, who do not maintain the dignity and principles of the profession and whose greed gets the better of their judgment, and who do not hesitate to recommend and try to sell the imitations in order to make a larger profit. Such preparations sometimes have the name—"Syrup of Figs"—or "Fig Syrup"—and of some piratical concern, or fictitious fig syrup company, printed on the package, but they never have the full name of the Company—California Fig Syrup Co.—printed on the front of the package. The imitations should be rejected because they are injurious to the system. In order to sell the imitations they find it necessary to resort to misrepresentation or deception, and whenever a dealer passes off on a customer a preparation under the name of "Syrup of Figs" or "Fig Syrup," which does not bear the full name of the California Fig Syrup Co. printed on the front of the package, he is attempting to deceive and mislead the patron who has been so unfortunate as to enter his establishment, whether it be large or small, for if the dealer resorts to misrepresentation and deception in one case he will do so with other medicinal agents, and in the filling of physicians' prescriptions, and should be avoided by every one who values health and happiness. Knowing that the great majority of druggists are reliable, we supply the immense demand for our excellent remedy entirely through the druggists, of whom it may be purchased everywhere, in original packages only, at the regular price of fifty cents per bottle, but as exceptions exist it is necessary to inform the public of the facts, in order that all may decline or return any imitation which may be sold to them. If it does not bear the full name of the Company—California Fig Syrup Co.—printed on the front of every package, do not hesitate to return the article and to demand the return of your money, and in future go to one of the better class of druggists who will sell you what you wish and the best of everything in his line at reasonable prices.

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Matter With the
President?

In writing his messages to Congress for the coming extra session Mr. Roosevelt is Doing Something No Other President Ever Did. What is it?

**See Next
Sunday's Times.**

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